

The regular monthly meeting of the Gallatin Airport Authority was held September 5, 2002 at 3:00 p.m. in the Airport Conference Room. Board members present were Tom Nopper, Richard Roehm, John McKenna, Steve Williamson and Yvonne Jarrett. Ted Mathis, Airport Director, Brian Sprenger, Assistant Director and Cherie Ferguson, Clerk, were present.

The first agenda item was to review and approve the minutes of the regular meeting held August 8, 2002. Steve Williamson moved to accept the minutes as mailed, Yvonne Jarrett seconded the motion and it passed unopposed.

The second agenda item was the public comment period. Jeff Kern, the General Manager of Yellowstone Jetcenter, said they were moving into their new offices and would be done by Monday.

The third agenda item was to consider the request by Central Copters, Inc. to construct and operate a new fixed base operation on the east ramp. Mark Duffy, the owner of Central Copters, gave a brief overview of his company. They have been in business for more than 37 years. They began in Lewistown and moved to Bozeman in the late 60s. Operations include charters and helicopter lift work, maintaining their own aircraft and maintenance on other helicopters. They generally go out on contract and stay for a week or a month or so and therefore shouldn't add much to the traffic at the airport. Currently, they are located east of Bozeman but would like to move to the new east ramp.

Mr. Duffy said he has met with Ted Mathis and Scott Bell to design a workable format and save the most ramp space. There will be a 150' x 190' storage building, a 100' x 80' maintenance building, and a 60' x 80' office building. The cost proposal he sent includes the steel structures, the concrete and site preparation, and the doors. There will be heat in the

floor. The estimate does not include the parking lot in the back or the landscaping. He also furnished a letter from his bank advising that financing is in place to complete the project.

Mr. Mathis said the buildings will have an excellent location on the ramp. Mr. Bell reviewed the cost estimate and financing and it looks reasonable. Mr. Mathis recommended approval of the request.

The Board members asked questions about Central Copters meeting the standards for an FBO (Fixed Base Operator), where the fuel pumps and tie downs would be located, what would happen if Mr. Duffy started the buildings and then defaulted, how much space would remain on the east ramp, and taxiway access. After their concerns were answered, John McKenna moved to approve the request by Central Copters to construct the new hangar/FBO facility proposed by Central Copters subject to final building plan approval and permits. Tom Nopper seconded the motion, which carried.

The fourth agenda item was the report on passenger boardings and flight operations - Brian Sprenger. Mr. Sprenger reported that in August 2002 there were 692 air carrier operations, 758 air taxi, 2,790 GA itinerant and 29 military, for a total of 4,269 itinerant operations. There were 2,487 local general aviation operations, for a total of 6,756 tower operations, down 11.73% from August 2001, which was the busiest month in the history of Gallatin Field. There were 217 landings of aircraft over 12,500 pounds, up 11.28% for the same period in 2001. While August was down from last year, August 2002 was still the 3<sup>rd</sup> busiest month in Gallatin Field's history. Air carrier traffic was up 30% for the month due to additional United Express and Delta Connections flights.

Mr. Sprenger reported that passenger boardings were 31,635, up 3.26% from August a year ago. Year to date is up 2.09% compared to the same period in 2001. August 2002

was the 7<sup>th</sup> straight record month, with an average of over 1,000 passengers enplaned per day, which is another record for Gallatin Field.

September boardings should be up 35-45% over September 2001, and up 10-15% over the previous record September. United Express has reduced one flight but has 38 to 50 seats more than this same period last year due to the size of aircraft this year. Mr. Sprenger also said that Horizon Air will be reducing their daily service to Seattle from 3 flights to 2 from the end of October until April, on October 31<sup>st</sup> SkyWest airplanes will be replacing Air Wisconsin airplanes for 2 of the 3 daily United Express flights, and for 2 ½ weeks during Christmas, Northwest will add a 3<sup>rd</sup> non-stop flight to Minneapolis/St. Paul and a daily non-stop flight to Detroit. This will add 25 additional cities with 1 stop service to Bozeman, which makes us competitive with other ski areas.

We had some charters in August because of football season.

Richard Roehm said Al Sprenger is completing 43 years of service to the flying public. He started his career in 1959 for Frontier Airlines. In his time at Gallatin Field, he has seen the number of passengers enplaned grow from 40,000 per year to 265,000. He has put his heart and personal touch into working with the flying public and brought great credit to Gallatin Field and aviation. Mr. Roehm said he and the Board thank him for his many years of service.

Mr. Roehm asked Mr. Mathis to make a presentation to Mr. Al Sprenger, which he will do at the October meeting.

The fifth agenda item was the Director's Report – Ted Mathis. Mr. Mathis reported that progress has been made toward having federal screeners at Gallatin Field. There will be a total of 57 employees conducting screening and bag search operations. The contractors who have been sent out to do preliminary work have been good to work with.

Mr. Mathis said that plans are beginning for next year's projects. One of them may be overlaying and reconstructing 12/30, which will cost approximately \$3.7 million. We could use about \$2,031,000 from Airport Improvement Project (AIP) funds. The FAA is also offering \$1.3 million of discretionary funds if we do it next year. Passenger Facility Charges (PFC) funds would also be available for the sponsor's share of the project.

The millings from the runway could be given to the county to use on roads around the airport. It will probably require closing the runway for about a week. We could use the parallel taxiway after striping it and lighting it appropriately, but it won't accommodate airbuses, Boeing size aircraft or regional jets.

If we use the type of surface that is on the runway now, we would have to complete the work in June, July and August to work in 60° or higher temperatures. If we use the same surface as the taxiways, we would have to groove it, but we could work at 40° to 50°, so we could work during May or September when traffic is slower. With the second scenario, we could resurface 1000' at the ends of the runway without having to close the entire runway, so the entire runway would be out of service for a shorter length of time. The grooving could be done at night.

We need to contact the airlines and the contractors soon.

The FAA would like us to schedule the project for next year, but our plans are very preliminary at this time.

Mr. Mathis reported that the concrete work is done at the east ramp and they are getting ready for paving in that area.

He also said that the municipal well has been drilled to 220' and that they can pump 1,500 gallons per minute. They were hoping for at least 1,000. The lateral sprinkler pipe is

in place in the new turf runway and they should be able to complete the base soon. Dolittle Enterprises has started excavating in their new hangar area.

Mr. Mathis asked if the Board wanted to select a subcommittee or one Board member to review the bills that haven't been paid at this meeting because of the early meeting date. It was agreed that Mr. Nopper would review them.

Mr. Mathis commented that the fieldwork is done for the audit and that the two airport FBOs, Yellowstone Jetcenter and Arlin's Aircraft Service, have been selected to be audited this year. That should be done in the early weeks of October.

Mr. Mathis said the Transportation Security Administration (TSA) may use the area vacated by the FAA in the old terminal building. The branch here will be a satellite of the Billings office. They will have to pay for the space. He said we haven't received any money from the TSA for reimbursement for law enforcement. The Gallatin Airport Authority Board members expressed concern and want it noted in the minutes. Mr. Mathis is to report at the next meeting and if no money has been received, they will decide on a course of action at that time.

Mr. Mathis said that eight electronic trace detection (ETD) units are coming in and will be placed in the terminal lobby.

The sixth agenda item was to consider the bills and approve for payment. After review and discussion, Mr. McKenna moved to pay the bills and Ms. Jarrett seconded the motion, which carried.

The meeting was adjourned at 4:05 p.m.

  
Richard R. Roehm, Chairman